

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

SUPP. TO
REPORT NO.

25X1A

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1. [REDACTED] information on the New Port (Nowy Port) of Gdansk dates through early

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Available at the CIA Map Library is a sketch map prepared by source of the Main Part of the New Port of Odansk as of [REDACTED]. This map is drawn to an approximate scale of 1: 100 meters. The numbers in the body of this report refer to the numbers of the map legend: *

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Legend: Main part of Nowy Port in Gdansk

1. New highway
 2. Harbor Master's Office
 3. Railway lines
 4. Railway junction
 5. Row of old cranes
 6. SOP guardhouse
 7. ZPGG building
 8. Workshops for repair and maintenance of harbor installations
 9. Electric railway station
 10. Harbor lights service
 11. Old Harbor Master's office - now WOP quarters
 - X. WOP control post
 12. Red building used for training dogs and schooling WOP (formerly artillery) personnel
 - XX. SOP post
 13. Warehouse
 14. GUM Navigation Unit
 15. ZPGG stores of transport equipment
 16. Repair workshops
 17. ZPGG social building
 18. Workers' hostel
 19. Residential building
 20. Harbor Health Office
- * To borrow map -
ext. 2596. Map
VF75264.

* To borrow map - call code 143,
ext. 2596. Map call number -
VF75264.

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SEE LAST PAGE FOR SUBJECT & AREA CODES

[illegible]

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21. Two residential houses
22. BALTONA
23. Health centers, surgery, etc.
24. Old ZPGG Barrack
25. New ZPGG barrack, with a canteen
26. Residential houses
27. Pigsties
28. CPN complex
29. Dilapidated dock
30. Units of the Maritime Fire Service
31. Harbor Fire Service
32. Observation tower
33. Storehouses for electric cables

Roads, railway lines and fences are indicated.]

2. The main part of the New Port (Nowy Port) of Gdansk stretches to the south of the Customs' Free Zone basin.
3. A newly constructed highway (1) which passes by the Customs' Free Zone, bends slightly northwards, reaching the new Harbor Master's Office (Kapitanat Portu).
4. At the northern side of the highway stands the guardhouse of the SOP-Straz Ochrony Portu (Harbor Protection Guard) (6). There also is the building (7) of the ZPGG - Zarzad Portu Gdynia Gdansk (Management of Gdynia-Gdansk Harbor). This building has a canteen and also the quarters of a Sluzba Polaco (Service to Poland) unit. The strength of the unit varies, depending on the work (usually construction) on which it is engaged. The same building accommodates also the Sluzba Polaco headquarters for the port of Gdansk. Next to this building stands another building (8) in which there are workshops for repairs and maintenance of cranes and other harbor installations. An electric railway line runs along the highway; its station (9) is in the vicinity of the Harbor Master's Office.
5. The new Harbor Master's Office (2) stands immediately on the bank of the main canal. Opposite, is the dock for tugs and pilot boats. This dock is in good condition for a length of some 600 meters; further along the canal, between the new highway leading to the Harbor Master's Office and the railway lines (3), it is still very dilapidated and unfit for use. The wreck of a barge lies on the bottom of the canal at that spot.
6. Beyond the railway junction (4) a very good, concrete dock begins. Beside the railway junction there is a row of old cranes (5).
7. The Harbor Master's Office (2) is a large building with an observation tower. This Office administers all the traffic in the port. The tower has a short wave radio station (unfinished) and quarters for pilot-boat crews, boatswains and the senior harbor officer. The main building which has two stories, accommodates the offices and administration of the Harbor Master.
8. The Harbor Master's Office is subordinate to GUM-Gdanski Urzad Morski (Maritime Office of Gdansk). The ZPGG, on the other hand, administers both ports - Gdynia and Gdansk. It handles all questions of trade, buildings, personnel matters, accounts, purchases, etc. The administration of both ports is complicated, and often the powers of different offices conflict.
9. Next to the Harbor Master's Office is the building for the service of harbor lights (10). It is a low, red brick building, with a tower which is to be dismantled. This is one of the most vulnerable spots in Gdansk harbor: by putting it out of operation one could disorganize the entire traffic of the harbor.

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10. Further along the dock in the southern direction, is the old Harbor Master's Office (11) which accommodates the office of the WOP (Border Guard Troops) for this sector of the port. A strong unit of WOP soldiers is quartered there, with trained police dogs. In that building a person may obtain a pass for entering the area of the port. At the point marked X, there is a WOP control post which assists the Harbor Master's Office in case of need and manages the whole WOP unit stationed in the building. It is the same post which sends patrols to the sector of the port which is under its control. Within this same area there is also a post of the SOP (marked XX), accommodated in wooden barracks.
11. The SOP is subordinate to the ZPGG. Its duties are to prevent thefts and to fulfill certain frontier-guard functions in cooperation with the WOP. Civilian security in the harbor area is the responsibility of the UB, (Security Police). All matters connected with subversive activities are the responsibility of the UB in cooperation with the Informacja (Naval Intelligence). All police work in the harbor area is paid for by the ZPGG.
12. To the south of the railway junction is an old red building (12). It used to be occupied by artillery; now it is used for training dogs and schooling of the WOP. Prior to 1951, the WOP had its headquarters and place of detention here.
13. Beyond the row of cranes (5) is the dock used for loading and unloading of heavy metal goods - pipes, armor plates, machinery - mainly of German origin. Behind the warehouse (13) are some buildings which are in a ruined state and unused at present.
14. The cape called 'Sector of Five Whistles' (Odcinek Pięciu Gwizdów) is the place of frequent accidents. It is to be cut shorter, along the line marked on the sketch. On this cape is the Navigation Unit of the GUM (Oddział Nawigacyjny) (14). This office directs the service of the water channels (Tory Wodne) and issues instructions to the light tower of the office in (10) building. Also on this cape is the starting point for a small rowing ferryboat Westerplatte.
15. At the other side, beyond the bend, are barracks (15) in which the ZPGG keeps the stocks and rubbish of its transport equipment. Behind the barracks stand repair workshops (16). The barracks are situated at the corner of the dock and Oliwska Street; the repair workshops at the side of Zamknieta Street. On the opposite side of Oliwska Street, near the dock is the social building of the ZPGG (17). In this building there is a Workers' canteen and an SOP post. A workers' hostel (18) adjoins this building from the side of Zamknieta Street. Next, comes a residential building (19). Further down Zamknieta Street is the Harbor Health Office (20) and at the corner of Na Zaspie Street, two ordinary residential houses (21).
16. At the corner of Zamknieta and Oliwska Streets, opposite the ZPGG social building (17) a number of buildings stand within their own wire enclosure. One is BALTONA (22). The others comprise a specialized surgery, an infirmary for various illnesses (Wielobrenzowa Izba Chorych) and health clinics (23).
17. Further along Zamknieta Street one passes the wire fence, through which a gate leads to BALTONA. Then comes the old Barrack of the APGG (24), behind which stands the new ZPGG barrack (25) with a canteen. Still further along Zamknieta Street are more residential houses (26). Behind them are pigsties (27). This is an example of the new Polish system in which a pigsty must be established with every workers' canteen, for proper utilization of garbage.

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18. "Approximately at the corner of Na Zaspy Street and the dock, stretches a big complex of buildings belonging to the CPN - Centralia Produktow Naftowych (Center of Oil Products) (28). These warehouses have no connection with the actual operation of the harbor. The CPN has its own enclosure running along the dock (29). This dock (29) is falling to pieces and is unfit for use. There is no question of tying a boat to it.
19. "At the point marked (30), which is in a slightly better condition, the units of the Maritime Fire Service - Jubas and Plomien - usually ^{work} ~~are~~. This team cooperates with the Harbor Fire Service in Gdynia. At the back of the CPN, at No. 57 Na Zaspy Street, is the Harbor Fire Service (31); this is its main base. An observation tower stands beside the building (32). Further on Na Zaspy are storehouses for electric cables (33), with workshops attached. In case of a strike or any rioting in the port, the Harbor Fire Service is subordinated to the Ministry of Public Security. In the house of the Fire Service is a school for fire officers.
20. "The enclosure surrounding the harbor area leaves the Harbor Master's Office and above enumerated buildings accessible. The fence encloses the CPN and then leads southwards along the canal, leaving the railway line outside."

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LIBRARY SUBJECT & AREA CODES

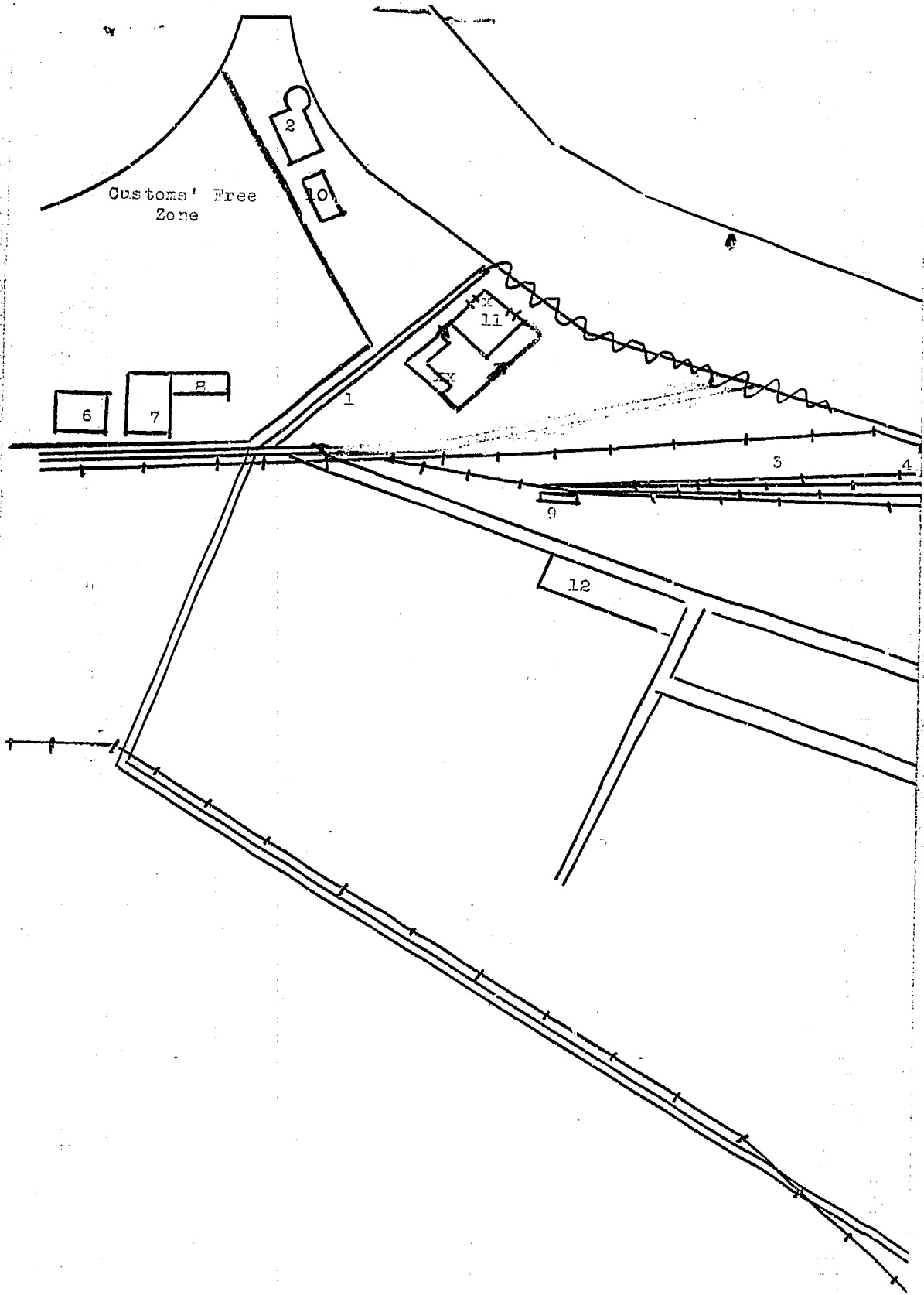
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MAIN PART OF NOWY PORT IN GDANSK

LEGEND

1. New highway
2. Harbourmaster's Office
3. Railway lines
4. Railway junction
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21. Two residential houses
22. BALTONA
23. Health centres, surgery etc.
24. Old barrack of ZPGG
25. New barrack of ZPGG with a canteen
26. Residential houses
27. Pig-styes
28. CFF complex
29. Dilapidated dock
30. ~~Starting point for ferry boats to the~~ Units of Maritime Fire Service
31. Harbour Fire Service
32. Observation tower
33. Store-houses for electric cables



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THE MAIN PART OF THE NEW PORT OF GDAŃSK

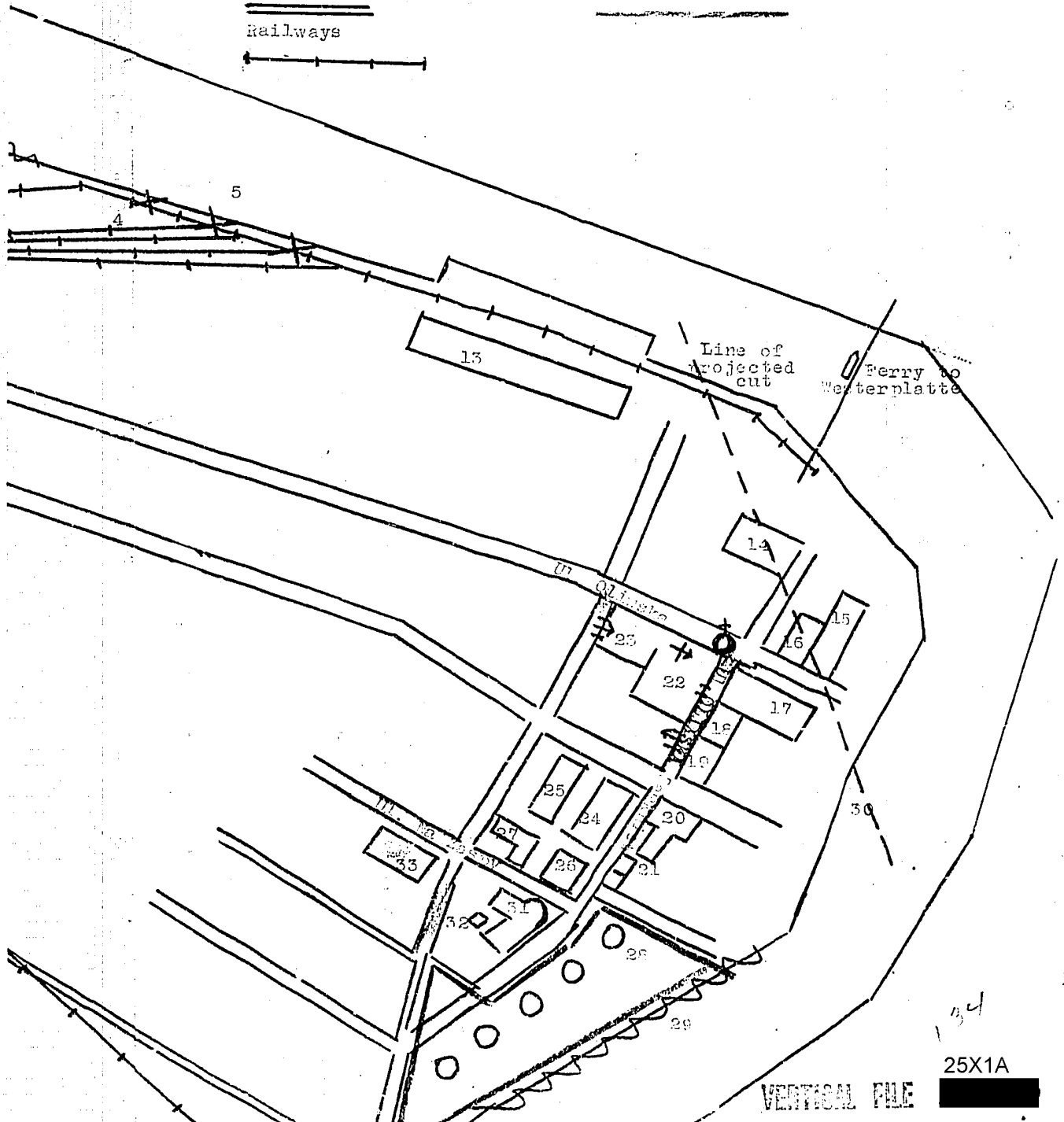
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Scale approx. 1 : 100 m.

Roads

Railways

Fences



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VERTICAL FILE